

Message Text

LIMITED OFFICIAL USE

PAGE 01 LONDON 02722 01 OF 04 162147Z

ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CIAE-00 DODE-00 NSAE-00
NSCE-00 SSO-00 USIE-00 INRE-00 OES-07 COME-00
DOTE-00 FMC-01 INR-10 CG-00 DLOS-09 AID-05 CEQ-01
SOE-02 EPA-01 IO-13 L-03 NSF-01 PM-05 SS-15
SP-02 DOE-11 INT-05 DOEE-00 LAB-04 SIL-01 AF-10
ARA-10 EA-10 NEA-10 /157 W

-----053355 162217Z /41

O 162130Z FEB 78 ZFF 4

FM AMEMBASSY LONDON

TO SECSTATE WASHDC NIACT IMMEDIATE 3264

LIMITED OFFICIAL USE SECTION 01 OF 04 LONDON 02722

DEPT PASS TO WHITE HOUSE SITUATION ROOM ATTN WILLIAM
DELLER, DOMESTIC POLICY STAFF, AND TO DEPT OF TRANS

PORTATION, ATTN DEPSEC ALAN BUTCHMAN

E. O. 01#52 N/A

TAG : EWWT, PORG, IMCO

SUBJECT: SUMMARIZED RESULTS OF INTERNATIONAL CONFERENCE
ON TANKER SAFETY AND POLLUTION PREVENTION,
FEBRUARY L978

I. THE FOLLOWING INFORMATION IS PROVIDED ON REQUEST OF
DOMESTIC POLICY STAFF, EXECUTIVE OFFICE OF THE
PRESIDENT. INFORMATION IS DELIBERATELY BROADER THAN
MINIMUM REQUESTED TO ENABLE RESPONSES TO
PRESS ENQUIRIES, SHOULD THEY ARISE.

II. SUMMARIZED RESULTS

1.; SIGNIFICANT IMPROVEMENTS IN STANDARDS OF SAFETY ON
OIL TANKERS AND THE PREVENTION OF POLLUTION FROM SHIP
LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 02 LONDON 02722 01 OF 04 162147Z

HAVE BEEN ADOPTED BY AN INTERNATIONAL CONFERENCE OF THE
INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION
(IMCO); THE UNITED NATIONS MARITIME AGENCY; THE
CONFERENCE, WHICH CONCLUDED IN LONDON ON FRIDAY,
FEBRUARY 17, WAS CONVENED IN RESPONSE TO PRESIDENT
CARTER'S INITIATIVE ON OIL POLLUTION ANNOUNCED IN A
MESSAGE TO CONGRESS ON MARCH 17, 1977. THE US

DELEGATION TO THE CONFERENCE WAS HEADED BY DEPUTY SECRETARY OF TRANSPORTATION ALAN BUTCHMAN AND INCLUDED REPRESENTATIVES FROM THE US CONGRESS, STATE, COAST GUARD, EPA, CEQ, NOAA, MARAD, INDUSTRY, LABOR AND NON

GOVERNMENT ENVIRONMENTAL ORGANIZATIONS.

2. THE CONFERENCE WAS HIGHLY SUCCESSFUL IN ACHIEVING US-PROPOSED GOALS. IT MODIFIED THE 1973 MARINE POLLUTION CONVENTION AND THE 1974 SAFETY OF LIFE AT SEA CONVENTION AND ADOPTED TARGET DATES, JUNE 1981 AND JUNE 1979 RESPECTIVELY, FOR ENTRY INTO FORCE OF THE NEW TREATIES (CALLED "PROTOCOL 5");

3.; MOST OF THE PRESIDENT'S MARCH 17 INITIATIVES WERE ADOPTED BY THE CONFERENCE. IN FACT, THEY WERE EXCEEDED FOR NEW VESSELS, WHICH WILL BE FITTED WITH CRUDE OIL WASHING (COW) IN ADDITION TO PROTECTIVELY-LOCATED SEGREGATED BALLAST TANKS (SBT). THE ONLY DEVIATION FROM US PROPOSALS FOR NEW TANKERS WAS EXEMPTION OF SMALL PRODUCT CARRIERS FROM AN SBT REQUIREMENT AND SUBSTITUTION OF SBT WITH PROTECTIVE LOCATION FOR PROPOSED MANDATORY DOUBLE BOTTOM CONSTRUCTION.

4. THE US PROPOSALS WERE IN LARGE MEASURE ADOPTED FOR EXISTING VESSELS AS WELL. SINCE COW AND SBT WERE LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 03 LONDON 02722 01 OF 04 162147Z

CONSIDERED EQUIVALENT IN ENVIRONMENTAL PROTECTION, THE ALTERNATIVE REQUIREMENT OF COW IS CONSISTENT WITH THE PRESIDENT'S MESSAGE. THE CONFERENCE ADOPTED SOME TONNAGE LIMITATIONS FOR EXISTING VESSELS LESS INCLUSIVE THAN US PROPOSALS, DUE TO TECHNICAL DIFFICULTIES IN RETROFITTING CERTAIN SMALLER VESSELS;

5. AS PROPOSED BY THE US, ALL OIL TANKERS ABOVE 20,000 DEADWEIGHT TONS WILL HAVE IMPROVED EMERGENCY STEERING GEAR AND A SECOND RADAR. SPECIFICATIONS FOR COLLISION AVOIDANCE AIDS WILL BE DEVELOPED BY IMCO ON AN URGENT BASIS AND WILL BE IMPLEMENTED BY A FUTURE AMENDMENT TO THE SAFETY CONVENTION.

6. THE CONFERENCE ALSO ADOPTED GREATLY IMPROVED INSPECTION AND CERTIFICATION PROCEDURES, A MAJOR STEP TOWARD THE ELIMINATION OF SUB-STANDARD SHIPS.

7. AS THE US REQUESTED, THE IMCO CONFERENCE ON TRAINING AND CERTIFICATION OF SEAFARERS WILL BE HELD IN JUNE, AHEAD OF ITS PREVIOUS SCHEDULE. THIS CONFERENCE IS EXPECTED TO ADOPT SIGNIFICANTLY UPGRADED REQUIREMENTS

AND QUALIFICATIONS FOR SHIPS' CREWS. THIS WILL AID IN
REDUCING HUMAN ERROR WHICH ALL TOO OFTEN RESULTS IN
DAMAGE TO SHIPS AND ACCIDENTAL POLLUTION.

LIMITED OFFICIAL USE

NNN

LIMITED OFFICIAL USE

PAGE 01 LONDON 02722 02 OF 04 162146Z
ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CIAE-00 DODE-00 NSAE-00
NSCE-00 SSO-00 USIE-00 INRE-00 OES-07 COME-00
DOTE-00 FMC-01 INR-10 CG-00 DLOS-09 AID-05 CEQ-01
SOE-02 EPA-01 IO-13 L-03 NSF-01 PM-05 SS-15
SP-02 DOE-11 INT-05 DOEE-00 LAB-04 SIL-01 AF-10
ARA-10 EA-10 NEA-10 /157 W

-----053240 162217Z /41

O 162130Z FEB 78 ZFF 4
FM AMEMBASSY LONDON
TO SECSTATE WASHDC NIACT IMMEDIATE 3265

LIMITED OFFICIAL USE SECTION 02 OF 04 LONDON 02722

8. THE US COAST GUARD WILL CONTINUE ITS STRICT PROGRAM
OF BOARDING FOREIGN TANKERS ENTERING US PORTS TO ENSURE
/ THEIR COMPLIANCE WITH ALL RELEVANT US SAFETY AND
POLLUTION PREVENTION REQUIREMENTS.

9. THE TWO PROTOCOLS AND THEIR PARENT CONVENTIONS
CONSTITUTE MAJOR AND COMPREHENSIVE EFFORTS BY THE
INTERNATIONAL COMMUNITY TO IMPROVE SAFETY AND POLLUTION
PREVENTION MEASURES.

III. FOLLOWING ARE SUGGESTED QUESTIONS AND ANSWERS
ABOUT THE CONFERENCE:

1. Q. WE HAVE NOTED REPORTS THAT AN INTERNATIONAL MEET-
ING IN LONDON HAS BEEN CONSIDERING PROBLEMS RELATED TO
OIL TANKERS SUCH AS OCCURRED LAST WINTER; THE ARGO
MERCHANT, FOR EXAMPLE. DO YOU THINK SUCH A MEETING CAN
PRODUCE RESULTS WHICH WILL PROTECT US WATERS AND PORTS

LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 02 LONDON 02722 02 OF 04 162146Z

FROM POLLUTION AND SAFETY HAZARDS?

A. LAST MARCH, IN A MESSAGE TO CONGRESS, I IDENTIFIED A NUMBER OF ACTIONS WHICH SHOULD BE TAKEN TO COPE WITH THE RISKS REPRESENTED BY OIL TANKERS. I DIRECTED THAT OUR EFFORTS BEGIN IMMEDIATELY TO IMPROVE INTERNATIONAL STANDARDS, BOTH TO ENHANCE THE SAFETY OF TANKER OPERATIONS AND TO REDUCE POLLUTION FROM THESE SHIPS. MY CONCERN WAS TWOFOLD: PROTECTION OF US WATERS AND PORTS AND REDUCTION OF WORLDWIDE POLLUTION OF THE OCEANS. THE INTERNATIONAL CONFERENCE WHICH CONCLUDED ITS WORK YESTERDAY IN LONDON WAS CONVENED SPECIFICALLY IN RESPONSE TO US INITIATIVES WHICH THIS ADMINISTRATION PROPOSED. THE INITIAL REPORTS FROM THE US DELEGATION TO THE CONFERENCE INDICATE THAT VERY POSITIVE RESULTS WERE ACHIEVED.

2. Q. HOW DO THE RESULTS COMPARE WITH YOUR SPECIFIC RECOMMENDATIONS?

A. THE CONFERENCE RESPONDED VERY WELL TO THE US PROPOSALS AND ADOPTED MANY OF THEM WITH LITTLE CHANGE. I HAD INDICATED THAT ALTERNATIVES TO OUR PROPOSALS COULD BE ACCEPTED IF THEY AFFORDED THE SAME DEGREE OF ENVIRONMENTAL PROTECTION AND ENHANCEMENT OF SAFETY. THIS WAS DONE IN SEVERAL INSTANCES. IN SOME RESPECTS THE STANDARDS DO NOT COVER THE FULL RANGE OF TANKER SIZES WHICH WE HAD PROPOSED, BUT IN THESE CASES WE BELIEVE THAT THE STRICT ENFORCEMENT PROGRAM BY THE COAST GUARD, WHICH HAS BEEN IN FORCE FOR OVER A YEAR, WILL GIVE US THE PROTECTION WE NEED.

3. Q. IF CRUDE OIL WASHING WASN'T INCLUDED IN YOUR MARCH 27 INITIATIVES, WHY WAS IT ADOPTED AS AN ALTERNATIVE TO SBT FOR EXISTING SHIPS?

LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 03 LONDON 02722 02 OF 04 162146Z

A. THE MAJORITY OF COUNTRIES PARTICIPATING IN THE CONFERENCE CONSIDERED COW TO BE AN ACCEPTABLE ALTERNATIVE TO SBT. THE US SUPPORTED AND ACHIEVED ADOPTION OF COW AS AN ADDITIONAL REQUIREMENT FOR NEW CARRIERS. FOR EXISTING CARRIERS, ON THE OTHER HAND, COW WAS ADOPTED AS AN ALTERNATIVE TO SBT. THE MAJORITY OF COUNTRIES URGED, AND WE WERE SATISFIED, THAT COW PROVIDES AN ENVIRONMENTALLY ACCEPTABLE ALTERNATIVE TO SBT FOR EXISTING SHIPS, WHERE IT IS MORE COST EFFECTIVE. THE

ACCEPTANCE OF COW AS AN ALTERNATIVE TO SBT FOR EXISTING SHIPS IS THEREFORE CONSISTENT WITH MY INITIATIVES, WHICH SUGGESTED SPECIFIC MEASURES BUT ALSO SANCTIONED ANY OTHER EQUIVALENT MEASURES.

4. Q. HOW WILL THE NEW SAFETY AND POLLUTION PREVENTION MEASURES HELP REDUCE POLLUTION?

A. IMPLEMENTATION OF THE ADOPTED STANDARDS IS AIMED AT REDUCING BOTH OPERATIONAL AND ACCIDENTAL POLLUTION. PRESENTLY SOME OIL AND OILY RESIDUES ARE ROUTINELY DISCHARGED INTO THE SEA DURING NORMAL CARGO OPERATIONS. ACCIDENTAL SPILLAGE, ON THE OTHER HAND, OCCURS ALL TOO FREQUENTLY AS A RESULT OF GROUNDINGS, RAMMINGS AND COLLISIONS. THE ADOPTED STANDARDS WILL SIGNIFICANTLY IMPROVE THE DESIGN AND CONSTRUCTION OF SHIPS IN ORDER TO PREVENT OIL SPILLAGE DURING ACCIDENTS. IN ADDITION, THE STANDARDS ESTABLISH WORKING PROCEDURES TO MINIMIZE THE AMOUNT OF OIL WHICH MAY BE DISCHARGED INTO THE SEA DURING OPERATIONS.

5. Q. WHY ARE NEW AND EXISTING VESSELS TREATED DIFFERENTLY?

A. THE NEW STANDARDS WILL UNQUESTIONABLY INCREASE TANKER

LIMITED OFFICIAL USE

NNN

LIMITED OFFICIAL USE

PAGE 01 LONDON 02722 03 OF 04 162153Z
ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CIAE-00 DODE-00 NSAE-00
NSCE-00 SSO-00 USIE-00 INRE-00 OES-07 COME-00
DOTE-00 FMC-01 INR-10 CG-00 DLOS-09 AID-05 CEQ-01
SOE-02 EPA-01 IO-13 L-03 NSF-01 PM-05 SS-15
SP-02 DOE-11 INT-05 DOEE-00 LAB-04 SIL-01 AF-10
ARA-10 EA-10 NEA-10 /157 W
-----053429 162218Z /41

O 162130Z FEB 78 ZFF 4
FM AMEMBASSY LONDON
TO SECSTATE WASHDC NIACT IMMEDIATE 3266

LIMITED OFFICIAL USE SECTION 03 OF 04 LONDON 02722

CONSTRUCTION COSTS. THIS INCREASE IS NECESSARY IN ORDER TO ENSURE SUFFICIENT ENVIRONMENTAL PROTECTION OF THE OCEANS. WHILE COMPLIANCE WITH STANDARDS CAN BE ACCOMPLISHED EFFICIENTLY IN THE CONSTRUCTION OF NEW SHIPS, IT IS TECHNICALLY DIFFICULT TO RETROFIT EXISTING SHIPS. IN ORDER TO PROMOTE COST EFFECTIVENESS AND TO KEEP ENOUGH SHIPS IN SERVICE TO SERVE THE MARKET, EXISTING VESSELS ARE GIVEN SOME TIME IN WHICH TO MEET SOMEWHAT LESS RIGOROUS, FINANCIALLY ACHIEVABLE REQUIREMENTS.

6. Q. WHEN WILL THESE NEW MEASURES GO INTO EFFECT IN THE US?

A. THE CONFERENCE HAS JUST ENDED AND OUR DELEGATION IS ON ITS WAY HOME. WE WILL TAKE A GOOD LOOK AT THE NEW TREATIES AND DECIDE IN THE NEAR FUTURE HOW AND WHEN TO IMPLEMENT THEIR REQUIREMENTS FOR US FLAG VESSELS AND FOREIGN FLAG VESSELS ENTERING OUR PORTS. IN MY MESSAGE TO CONGRESS I STATED THAT I WANTED NEW RULES TO BE FULLY EFFECTIVE WITHIN FIVE YEARS. WE WILL BE ABLE TO DO SOME LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 02 LONDON 02722 03 OF 04 162153Z

THINGS SOONER, OF COURSE, BUT CONSTRUCTION AND EQUIPMENT CHANGES TO EXISTING SHIPS TAKE LONGER.

7. Q. WHEN WILL THESE NEW MEASURES GO INTO EFFECT INTERNATIONALLY?

A. THE NEW STANDARDS WILL BE IMPLEMENTED BY OTHER COUNTRIES WHEN THE TREATIES ENTER INTO FORCE, PERHAPS BY SOME EARLIER. FOR THE SAFETY TREATY, THE CONFERENCE RECOMMENDED A TARGET DATE OF JUNE 1979. FOR THE POLLUTION PREVENTION TREATY, THE CONFERENCE RECOMMENDED A TARGET DATE OF JUNE 1981. THE CONFERENCE FURTHER RECOMMENDED THAT COUNTRIES IMPLEMENT THESE STANDARDS AS SOON AS POSSIBLE, WITHOUT AWAITING ENTRY INTO FORCE OF THE TREATIES. WE BELIEVE THAT COUNTRIES RECOGNIZE THE URGENCY OF THE SAFETY AND POLLUTION PROBLEMS AND WILL ACT QUICKLY TO RATIFY THE TREATIES AND IMPLEMENT THE NEW STANDARDS.

8. Q. WHAT OTHER ACTIONS WILL THE US TAKE TO INCREASE SAFETY AND PREVENT POLLUTION OF THE OCEANS?

A. WE ARE PLEASED WITH THE RESULTS OF THE LONDON CONFERENCE IN ADOPTING SIGNIFICANT SAFETY AND POLLUTION PREVENTION MEASURES. YET WE ARE NOT COMPLACENT. NOW THAT WE HAVE ADDRESSED SHIP REQUIREMENTS, WE NEXT INTEND TO IMPROVE THE QUALIFICATIONS OF SHIP CREWS. THE INTERNATIONAL CONFERENCE ON TRAINING AND CERTIFICATION OF SEAFARERS IN JUNE IS AN EQUALLY IMPORTANT EFFORT TO UPGRADE SAFETY AND PREVENT POLLUTION. THE US WILL VERY ACTIVELY PARTICIPATE.

IV. SOME SPECIFIC REQUIREMENTS FOR NEW AND EXISTING
SHIPS

LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 03 LONDON 02722 03 OF 04 162153Z

1. AS PROPOSED BY THE PRESIDENT, ALL NEW CRUDE OIL TANKERS OF 20,000 DWT OR MORE WILL BE FITTED WITH PROTECTIVELY-LOCATED SEGREGATED BALLAST TANKS (SBT), AN EQUIVALENT TO DOUBLE BOTTOMS. THIS CONSTRUCTION WILL GREATLY REDUCE THE POSSIBILITY OF ACCIDENTAL OIL SPILLAGE CAUSED BY GROUNDINGS, RAMMINGS OR COLLISIONS. INERT GAS SYSTEMS WILL ALSO BE REQUIRED TO MINIMIZE THE POSSIBILITY OF FIRE OR EXPLOSION DURING OPERATIONAL CARGO TANK WASHING, NORMAL CARGO HANDLING, OR ACCIDENTAL COLLISION. IN ADDITION TO THESE US PROPOSED MEASURES, THE CONFERENCE FURTHER AGREED TO REQUIRE CRUDE OIL WASHING (COW) SYSTEMS. BY REDUCING OIL RESIDUE AND SLUDGE BUILD-UP IN CARGO TANKS, COW SIGNIFICANTLY REDUCES THE POTENTIAL FOR OPERATIONAL OIL DISCHARGE INTO THE SEA.

2. ALL NEW OIL PRODUCT CARRIERS OF 30,000 DWT OR MORE WILL BE FITTED WITH PROTECTIVELY-LOCATED SBT. SUCH CARRIERS OF 20,000 DWT OR MORE WILL BE FITTED WITH INERT GAS SYSTEMS.

3. FOR TWO YEARS AFTER THE TREATIES ENTER INTO FORCE, EXISTING CRUDE CARRIERS OF 40,000 DWT OR MORE WILL BE FITTED WITH EITHER SBT, COW, OR CLEAN BALLAST TANKS. COW WILL BE PERMITTED AS AN ACCEPTABLE ALTERNATIVE TO SBT ONLY IF OPERATED IN ACCORDANCE WITH DETAILED SPECIFICATIONS (DESIGN, OPERATION, AND CONTROL) DEVELOPE BY THE CONFERENCE. CLEAN BALLAST TANKS, THE THIRD ALTERNATIVE, ARE CARGO TANKS DEDICATED EXCLUSIVELY TO CLEAN BALLAST.

4. TWO YEARS AFTER THE PROTOCOLS ENTER INTO FORCE, ALL

LIMITED OFFICIAL USE

NNN

LIMITED OFFICIAL USE

PAGE 01 LONDON 02722 04 OF 04 162148Z

ACTION EB-08

INFO OCT-01 EUR-12 ISO-00 CIAE-00 DODE-00 NSAE-00
NSCE-00 SSO-00 USIE-00 INRE-00 OES-07 COME-00
DOTE-00 FMC-01 INR-10 CG-00 DLOS-09 AID-05 CEQ-01
SOE-02 EPA-01 IO-13 L-03 NSF-01 PM-05 SS-15
SP-02 DOE-11 INT-05 DOEE-00 LAB-04 SIL-01 AF-10
ARA-10 EA-10 NEA-10 /157 W
-----053310 162214Z /41

O 162130Z FEB 78 ZFF 4
FM AMEMBASSY LONDON
TO SECSTATE WASHDC NIACT IMMEDIATE 3267

LIMITED OFFICIAL USE SECTION 04 OF 04 LONDON 02722

EXISTING CRUDE CARRIERS OF 70,000 DWT OR MORE MUST BE
FITTED WITH EITHER SBT OR COW ONLY, AND AN INERT GAS
SYSTEM. FOUR YEARS AFTER ENTRY INTO FORCE, ALL SUCH
CARRIERS OF 40,000 DWT OR MORE MUST BE EQUIPPED WITH SBT
OR COW, AND THOSE OF 20,000 DWT OR MORE WITH AN INERT
GAS SYSTEM.

5. FOLLOWING A SIMILAR TONNAGE PATTERN, SBT OR CLEAN
BALLAST TANKS WILL BE REQUIRED FOR EXISTING PRODUCT
CARRIERS. INERT GAS SYSTEMS WILL ALSO BE REQUIRED,
DEPENDING UPON SHIP'S TONNAGE, WITH THE PRACTICALITY OF
RETROFIT CONSIDERED ON A CASE-BY-CASE BASIS IN THE LOWER
TONNAGE RANGE. INERT GAS SYSTEMS WILL BE REQUIRED FOR
SHIPS LARGER THAN 20,000 DWT REGARDLESS OF VESSEL SIZE
IF HIGH CAPACITY TANK WASHING MACHINES ARE INSTALLED.

6. RADAR REQUIREMENTS, STEERING GEAR IMPROVEMENTS AND
IMPROVED WORLDWIDE INSPECTION AND CERTIFICATION PROCEDU
PROCEDURES WILL ALSO BE IMPLEMENTED RAPIDLY ALONG WITH
LIMITED OFFICIAL USE

LIMITED OFFICIAL USE

PAGE 02 LONDON 02722 04 OF 04 162148Z

COLLISION AVOIDANCE ASSIST DEVICES TO FOLLOW.

V. US DEL SENDS
STREATOR

LIMITED OFFICIAL USE

NNN

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 jan 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: MARINE TRANSPORTATION, MARINE SAFETY, POLLUTION CONTROL, MEETING REPORTS
Control Number: n/a
Copy: SINGLE
Draft Date: 16 feb 1978
Decaption Date: 01 jan 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 20 Mar 2014
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1978LONDON02722
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Expiration:
Film Number: D780072-0602
Format: TEL
From: LONDON
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1978/newtext/t19780248/aaaabocv.tel
Line Count: 433
Litigation Code IDs:
Litigation Codes:
Litigation History:
Locator: TEXT ON-LINE, ON MICROFILM
Message ID: b37f47d5-c288-dd11-92da-001cc4696bcc
Office: ACTION EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 8
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: n/a
Retention: 0
Review Action: RELEASED, APPROVED
Review Content Flags:
Review Date: 05 may 2005
Review Event:
Review Exemptions: n/a
Review Media Identifier:
Review Release Date: N/A
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
SAS ID: 3574723
Secure: OPEN
Status: NATIVE
Subject: SUMMARIZED RESULTS OF INTERNATIONAL CONFERENCE ON TANKER SAFETY AND POLLUTION PREVENTION, FEBRUARY L978
TAGS: EWWT, PORG, IMCO
To: STATE
Type: TE
vdkgvkey: odbc://SAS/SAS.dbo.SAS_Docs/b37f47d5-c288-dd11-92da-001cc4696bcc
Review Markings:
Sheryl P. Walter
Declassified/Released
US Department of State
EO Systematic Review
20 Mar 2014
Markings: Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014